

Report Card on Bicycling

CINCINNATI 2010





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Bicycling in Cincinnati

In 2010 the city completed and approved a new Bicycle Transportation Plan—our first city wide bike plan in over 30 years. As part of that planning process (in 2009), we conducted the city's first *Report Card on Bicycling* survey. Throughout this document you will see comparisons between the 2009 survey results, and those received in 2010. We will continue to conduct the survey annually, and publish the results in the *Report Card on Bicycling* so that we can publicly measure our progress toward making Cincinnati a more bicycle friendly city.

When we set about conducting the first survey in 2009, one of our main motives was to address the gap in knowledge about the significance of bicycling as a transportation choice in Cincinnati.

How many people are cycling in Cincinnati?

Who are they?

How often do they ride, and how far?

Why do they ride?

And why are those who aren't cycling, not?

photo by
John Deatrick



How Many?

One of the goals of the new Bicycle Transportation Plan is to double the number of cyclists in Cincinnati by 2015. Apart from census data, which is only published once a decade, little to no good “mode share” data exists (the percentage of Cincinnatians who travel by bicycle). In order to create a baseline from which to move forward, we partnered with local bicycle advocacy groups to conduct bicycle counts at twelve locations in May. Two hundred and forty five bicyclists were counted within a two hour timeframe. We will continue to conduct these counts annually, so that we can track the increase in bicyclists over time.

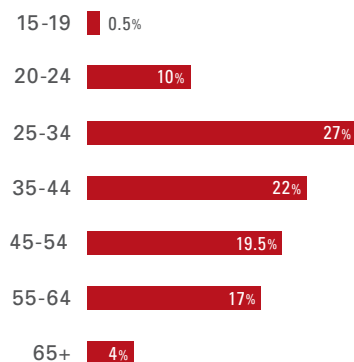
LOCATION	CYCLISTS
Purple People Bridge	49
Hamilton Ave <i>north of Knowlton</i>	38
Riverside Drive	34
Vine St <i>north of Central Pkwy</i>	29
Clifton Ave <i>north of Straight</i>	27
Central Parkway <i>between 12th and Plum</i>	18
Gilbert Ave <i>south of Eden Park</i>	15
Spring Grove <i>south of Arlington</i>	13
Spring Grove <i>south of Winton</i>	9
Straight St <i>west of Clifton</i>	8
Erie Ave <i>west of Stettinius</i>	3
8th Street <i>west of McClean</i>	2
TOTAL	245



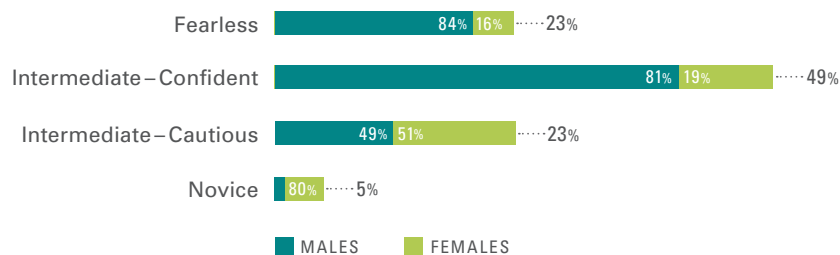
Who?

Over 560 people responded to the 2010 survey; 72% were men, and 28% were women. The age of respondents varied, with the highest percentage falling within the 25-34 age range, followed closely by the 35-44 age range, and then the 45-54 age range.

AGE OF SURVEY RESPONDENTS



COMFORT LEVEL RIDING IN TRAFFIC



In order to determine the *type* of people riding, this year we added a question related to comfort level riding in traffic. Respondents were given four choices:

Fearless I am comfortable riding anywhere.

Intermediate-Confident I will ride in traffic by myself on some higher-speed streets or main thoroughfares.

Intermediate-Cautious I will ride on low-speed residential streets in my neighborhood by myself, or on higher-speed streets if I am with a group.

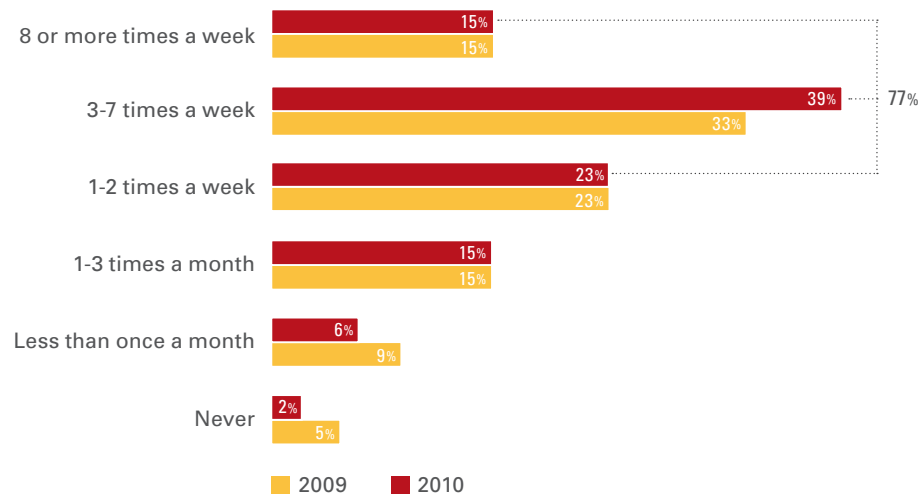
Novice I will not ride in traffic.

Forty-nine percent of all respondents classified themselves as Intermediate-Confident. It is interesting to note however, that female respondents most often identified themselves as Intermediate-Cautious.

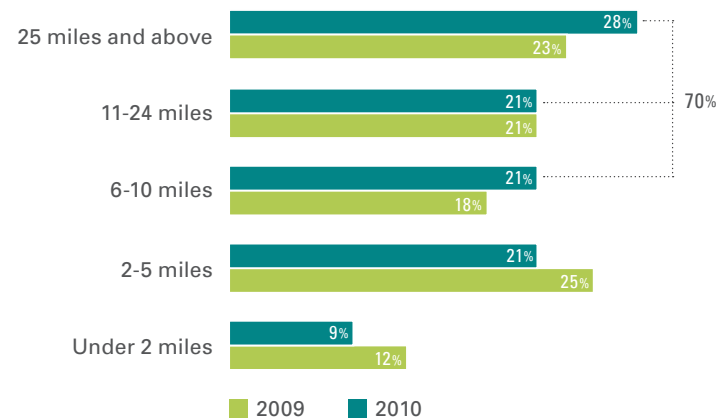
How Often? How far?

Over 77% of respondents indicated that they ride (for any reason) at least once per week. Seventy percent of respondents ride an average of 6 miles or more per trip, with the highest percentage of respondents riding 25 miles or more per trip.

HOW OFTEN DO YOU RIDE A BICYCLE?



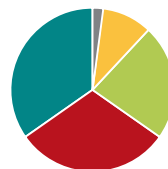
WHAT IS THE AVERAGE DISTANCE OF YOUR RIDES?



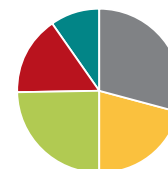
Why?

Cincinnatians ride for a number of reasons. Eighty-eight percent of respondents indicated that they bicycle for recreation/exercise at least once a month, 58% of respondents indicated that they use their bicycle for errands or shopping at least once a month, and 52% indicated that they commute by bike at least once a month.

RECREATION / EXERCISE



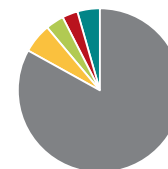
SOCIAL



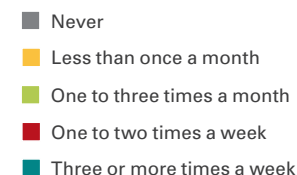
ERRANDS / SHOPPING



PART OF MY JOB



COMMUTING TO WORK OR SCHOOL



	Never	Less than once a month	One to three times a month	One to two times a week	Three or more times a week	
RECREATION / EXERCISE	2.0%	10.0%	22.8%	30.6%	34.6%	88%
ERRANDS / SHOPPING	23.5%	19.0%	26.0%	20.8%	10.7%	58%
COMMUTING TO WORK OR SCHOOL	33.2%	14.9%	13.7%	12.2%	26.1%	52%
SOCIAL	29.2%	21.0%	24.6%	15.6%	9.6%	
AS PART OF MY JOB	83%	5.8%	3.7%	3.0%	4.4%	

Why not?

The reason most often selected for why respondents do not ride more was “Not Enough Bike Lanes” (55% of all respondents selected this reason). Among women the number is even higher; 63% of women selected this reason, versus 52% of men. Contrary to what many may think, topography did not factor highly in explaining why cyclists do not ride more.

When asked to identify which improvements would influence them to bike more, 87% of respondents stated that they were likely or very likely to bike more if the city constructed more bike lanes.

REASONS PREVENTING CYCLISTS FROM RIDING MORE THAN THEY ALREADY DO

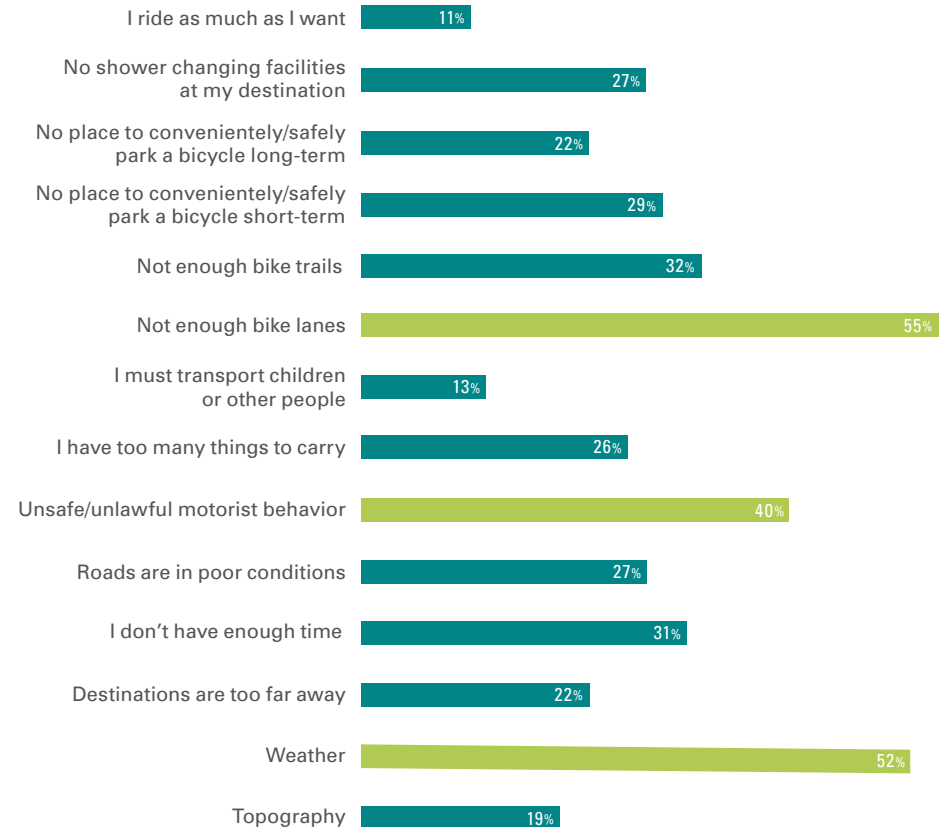




photo by
Anna Collins



Safety

Another new question this year was related to collisions occurring with motor vehicles. Five percent of respondents indicated that they had been in a collision with a motor vehicle within the last year, and 52% of those said they had been injured. However, only 26% of those involved in a collision filed or attempted to file a police report.

Progress in 2010

2010 may have been our busiest year yet; from bike corrals to bike lanes, we implemented more bicycle friendly improvements this year than in any year in the last decade.

In April we installed our first bicycle corral on Lingo Street in the bicycle laden Northside neighborhood. The corral replaced one on-street automobile parking space with twelve bicycle parking spaces.

In May we led the charge to implement a new zoning ordinance that requires that bicycle parking be provided in all newly constructed or

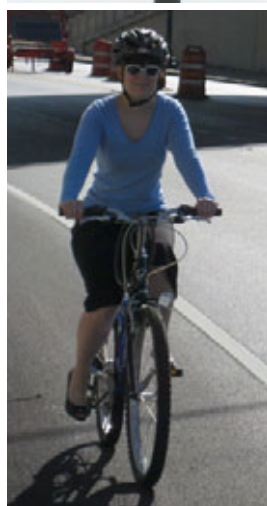
expanded parking garages. This requirement will help to ensure an adequate supply of long-term bicycle parking, which provides employees, students, residents and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles.

The city installed free and weather-protected bicycle parking inside of Fountain Square Garage as an example of what cyclists can expect going forward.

May was also the month of our first organized bicycle and pedestrian count effort. With the help of community

volunteers, we conducted counts at 12 locations city wide and counted 245 bicycles in a 2-hour timeframe.

The Bicycle Transportation Plan was completed and approved by City Council in June. The plan recommends 445 miles of on-street and off-street facilities, to be implemented through three phases over 15 years. The plan also lays out a framework of goals, objectives, and related strategies (action steps to improve Engineering, Education, Encouragement, Enforcement, and Evaluation).



New shared path signs were developed and installed in Uptown in August. The signs include a graphic of a pedestrian and bicyclist side-by-side, and they were installed along Jefferson Avenue and Martin Luther King Drive to designate the shared path that completes the .7 mile connection of UC West Campus to the bike lanes on the East Campus.

In September, bike lanes and sharrows were installed on three street segments:

Linn Street

bike lanes W 6th St to Gest St

Central Parkway

bike lanes Brighton Pl to Western Hills Viaduct

Spring Grove Avenue

bike lanes Crawford Ave to Winton Rd

sharrows Winton Rd to Mitchell Ave

October saw new bike lanes installed on Madison Road, between Grandin Rd. and Dana Ave. The lanes connect to the O'Bryonville sharrows, and the bike lanes on Dana Avenue that were installed in 2009.

In November new bike lanes were installed on Gest Street, from Woodrow to approximately 1400 Gest Street (west of Dalton).

November also saw construction of two segments of the Ohio River Trail: Congress to Carrel, and Carrel to Wilmer. Together their completion allows trail users to travel between Schmidt Ballfield and Lunken Airport.

Additionally, 57 new bike racks were installed in 2010.



photo by
John Deatrick



Bicycle Transportation Plan Network Goals

The Bicycle Transportation Plan set a target of 91 miles of on-street facilities by the end of Phase I (2015). In 2010 we added 2.3 miles of bike lanes and sharrows to Spring Grove Avenue, Central Parkway, Linn Street, Madison Road, and Gest Street.

FACILITY	PRE-2010 MILES		MILES INSTALLED 2010		TOTAL EXISTING MILES	PHASE I GOAL
Bike Lanes	5.4	+	1.9	=	7.3	42.3
Sharrows	1.8	+	0.4	=	2.2	23.1
Climbing Lane	0.0	+	0.0	=	0.0	9.9
Paved Shoulder	0.0	+	0.0	=	0.0	1.8
Cycle Track	0.0	+	0.0	=	0.0	1.4
Bike Boulevard	0.0	+	0.0	=	0.0	0.0
Wide Outside Lane	6.1	+	0.0	=	6.1	0.0
Connecting Street	0.0	+	0.0	=	0.0	5.4
Under Study	0.0	+	0.0	=	0.0	4.0
Further Study	0.0	+	0.0	=	0.0	3.2
TOTAL	13.3	+	2.3	=	15.6	91

Report Card Results

CINCINNATI AS A CITY FOR BICYCLING

For the second year in a row, bicyclists gave Cincinnati a C grade in the overall “Cincinnati as a City for Bicycling” category. This consistency is not surprising. While much progress was made this year, the impact of 2010 improvements on the overall bicycle network was still small. It likely will take several years of steady progress before substantive change will be felt by cyclists citywide.

C

C in 2009

CITY’S EFFORT/PROGRESS OVER THE LAST 12 MONTHS

A new category was added this year, to measure cyclists’ perception of the city’s efforts and progress over the last 12 months. While we recognize that cyclist satisfaction with overall network connectivity and the city’s bicycle friendliness will be slow to increase, we wanted to know if cyclists felt that the city was on the right track. We are honored to have received a B+ in this category for 2010.

B+

New Question in 2010

COMPLETENESS OF THE BICYCLE NETWORK

The Bicycle Transportation Plan was approved in June, and by December five new sets of bike lanes had been installed. It will be some time before true connectivity is achieved, but every segment of bike lane or sharrows installed brings the network that much closer to completeness. This year, cyclists gave “Completeness of the Bicycle Network” a C-, an improvement over 2009.

C-

D/F in 2009

Report Card Results

RESPECT — Shown to you by motorists when bicycling in Cincinnati

Respondents feel moderately well respected by motorists, giving Cincinnati a C grade in the “Respect Shown to You by Motorists when Bicycling in Cincinnati” category.

C

D in 2009

PAVEMENT QUALITY — On streets on which you ride a bicycle

Pavement quality satisfaction among bicyclists stayed level from 2009, receiving a C grade. A potholed, broken street can be annoying to a motorist, but to a cyclist it can be outright dangerous. To a cyclist, smooth, clean pavement is a fundamental good, not just as a matter of comfort but as an issue of personal safety.

C

C in 2009

BICYCLE PARKING — Quality and Quantity

When asked to grade the quality and quantity of bicycle parking in Cincinnati, a majority of respondents selected “don’t know.” This was also the case in 2009.

DON'T
KNOW

“Don’t Know” in 2009



Thank you to everyone who participated in the survey.
Your feedback is critical to holding us accountable, and
pushing us closer to becoming an A+ city for bicycling.

City of Cincinnati Bicycle Transportation Program

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